



# 1905

## THE BIGGEST CROP

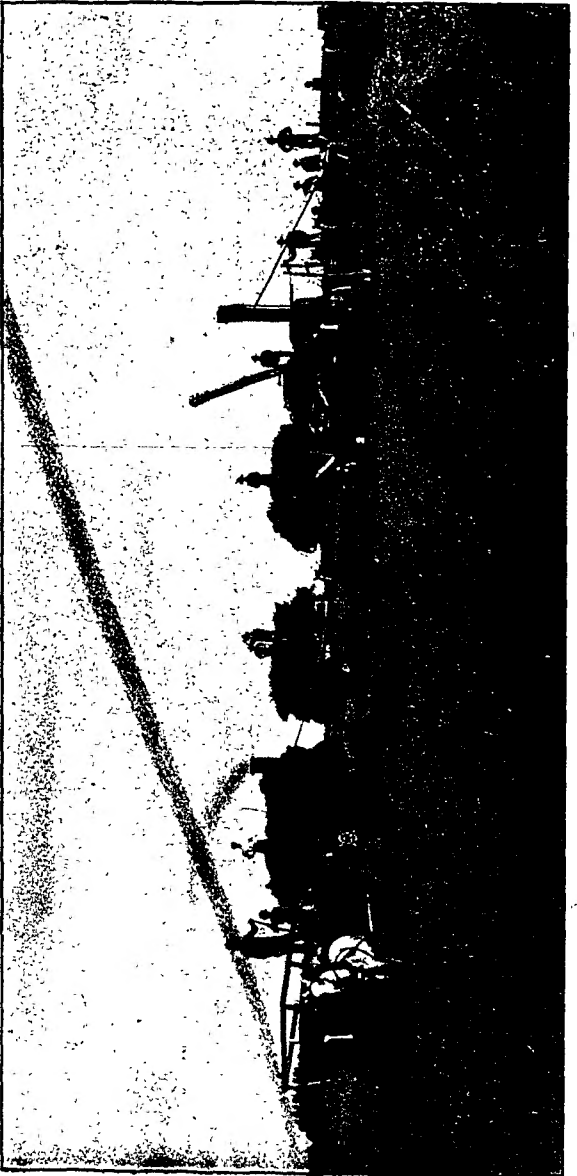
in the history of

## THE CANADIAN WEST



171,055,029 Bushels  
Wheat, Barley and Oats.

ISSUED BY DIRECTION OF  
HON. FRANK OLIVER,  
MINISTER OF THE INTERIOR  
OTTAWA, CANADA.



# THE CANADIAN WEST'S BIG CROP.

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Nearly 58,000,000 bushels of Wheat marketed.

Over 14,000,000 bushels in Interior Elevators. Wheat Crop graded No. 1 Northern.

Oat Crop over 69,000,000 bushels. Total Elevator capacity now 50,453,200 bushels.

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**T**HE Canadian West came grandly to the front, from an agricultural standpoint, in the year 1905.

During 1904 there was a great scare as to a crop failure which, like so many scares in the past, proved to be entirely without cause. Throughout 1905 the tranquillity in agriculture was almost unbroken. A fine seed time was succeeded by unbroken rains, bright sunshine and one of the best harvest seasons the West has ever known.

## IDEAL THRESHING WEATHER FOLLOWS AN IDEAL HARVEST.

Nor did the good times end there, for ideal threshing weather followed an ideal harvest. Railways, favored with good weather, made a record of crop movement that fairly staggered the companies themselves. The only kink in the long chain of favouring circumstances was the blockade east of the lakes, and even that fell more heavily on the traders in wheat than it did upon the farmers, though it has delayed payments all along the line. Prices have been some lower than in 1904, but they have been profitable prices, and, taken altogether, the year has been one of almost unclouded success for the farmers of the Canadian West. In the new Provinces—Alberta and Saskatchewan—great strides were made. 1,210,000 acres were sown to spring wheat, which averaged 24 bushels to the acre, or a total 29,040,000; the now famous Alberta Red winter wheat had an acreage of 55,000, and averaged 36 bushels to the acre, or a total crop of 1,980,000 bushels.

## WHEAT.

Wheat, the West's great staple, comes first for consideration. There were sown in the spring of 1905 some 4,000,000 acres to wheat alone in the three provinces of Manitoba, Saskatchewan and Alberta. The returns are all in for Manitoba, but in the two new provinces the threshers' returns will not be complete until about the third week in January so that it is not possible to do more than estimate what was grown in those provinces. The official returns for Manitoba place the yield of the province at 55,767,416 bushels or an average of 21 bushels to the acre. Assuming however, that the figures previously given for Saskatchewan and Alberta—1,210,000 acres of spring wheat aggregating 29,040,000 bushels, and 55,000 acres of Alberta Red winter wheat with a product of 1,980,000 bushels—be correct, the total yield for the entire West would be 86,787,416 bushels.

### WHAT HAS BEEN MARKETED

Never in the history of the West has so large an amount of wheat been marketed at the close of December. The enormous total of 57,834,978 bushels has already passed out of the farmer's hands; of this amount 46,782,000 has been marketed on the Canadian Pacific lines and 11,052,978 bushels on Canadian Northern lines.

At the date of December 28, 1905, 72,834,978 bushels of the crop of 1905 have been accounted for as follows:—

	Bushels.
Marketed . . .	57,834,978
Required for seed.	8,000,000
Required for flour	7,000,000
Total. . .	72,834,978

Leaving in farmers' hands for marketing at least 12,166,000 and possibly 17,000,000.

### WHERE THE WHEAT HAS GONE

Up to the night of December 28, 38,498,250 bushels of wheat had passed inspection at Winnipeg, 14,452,000 bushels were in store in interior elevators, and 2,745,818 bushels in store at Fort William and the remainder in transit. 1,400,000 bushels being in transit on the C.P.R.

system and 737,932 bushels on the Canadian Northern or to sum up:—

	Bushels
Inspected. . . . .	38,498,250
Interior elevators—	
C.P.R. . . . .	12,179,000
C.N.R. . . . .	2,273,635
Fort William. . . . .	2,745,318
In transit C.P.R. . . . .	1,400,000
In transit C.N.R. . . . .	737,932
Total. . . . .	57,834,978

## OUTWARD MOVEMENT OF WHEAT.

The close of navigation for the year 1905 brought some startling figures in regard to movement of grain from the Western Prairies to east of the great lakes. Of the crop of 1905, the enormous total of 30,358,000 bushels was shipped between 1st of September and 12th December. Of this amount 19,139,184 was carried in Canadian bottoms and 11,218,882 in foreign. The C.P.R. carried 23,252 cars against 14,426 last year and the C.N.R. 7,629 against 5,076 last year. The increase in carrying was 60 per cent. over 1904, when only 17,166,221 bushels were handled.

## OATS AND BARLEY.

Second in importance of the cereal crops is oats and never in the history of the entire Northwest has such a crop been raised as in 1905. The government returns for Manitoba show the average yield to have been 42 bushels to the acre on 1,031,229 acres or a total for the province of 45,484,024 bushels. In the Territories or the provinces of Alberta and Saskatchewan the acreage in oats this year was 594,981 and assuming the average to be even 40 bushels to the acre this gives 23,799,240 or 69,183,264 bushels for the whole country. Of this heavy total up-to-date only 2,579,400 bushels have passed inspection, although the price has been a good one. The demand for export is good and the home market is likely to be one of the best in the country's history so that the oat crop represents this year a most valuable asset. The increase in the oat crop over that of 1904 is a little over 29,000,000 bushels and an increase in average yield of ten bushels to the acre.

Barley, though never a very important crop in the Canadian West, is yearly assuming larger proportions and now that Winnipeg has so materially increased her

malting plants there will be an added incentive to the production of good malting barley.

The barley crop is reckoned the best in the last five years both as to quantity and quality of yield. The average for Manitoba was 31 bushels and for the Territories will be about the same, giving a total yield of 16,870,825 bushels.

## FLAX.

The fancy for growing flax on breaking is rapidly subsiding and the acreage in flax this year, 1905, has been much less than in 1904 and 1903. Flax yielded only fairly this year and the high prices for wheat make it a much more profitable crop. The flax crop of Manitoba is between 300,000 and 400,000 bushels, but there are no figures even as to acreages shown in the Territories. All that is known of the flax crop is that up to the 28th of December, 284,550 bushels passed inspection at Winnipeg.

In addition to the three staples, wheat, oats and barley, the crops of peas and rye, though small in proportion, were excellent in quality. Hay was a magnificent crop and though little hay is cultivated in the new provinces, in Manitoba the raising of high grade hay shows a marked increase, there being 47,352 tons of brome and 54,685 tons of timothy grown in 1905.

## POTATOES AND ROOTS.

All root crops have done well and though up to the present these have not figured extensively in the assets of the Canadian West there is not lacking evidence that the farmers are wakening to the fact that there is money in roots, when fed to hogs and cattle, and their steadily increasing production is assured.

## ELEVATOR CAPACITY.

So long as wheat raising is the staple industry the storage question will be of paramount interest. The following summary shows the present storage capacity west of the lakes:—

Manitoba—271 stations, 699 elevators, 3 warehouses, capacity 20,656,100 bushels.

Saskatchewan—113 stations, 1,059 elevators, 15 warehouses, capacity 8,951,600 bushels.

Alberta—27 stations, 43 elevators, 2 warehouses, capacity 1,715,500 bushels.

Total interior capacity 31,323,200 bushels.

Terminals at head of lakes 10, capacity 19,130,000.

Total number of stations 413, elevators 1,059, warehouses 50, total capacity 50,453,200, an increase over 1904 of 3,640,200 bushels, mainly in interior elevators.

## "ALBERTA RED" WINTER WHEAT.

In the past three or four years considerable success has attended the growing of winter wheat. This has been particularly the case in southern Alberta, where a large acreage has been put under crop, and where excellent returns—reaching from 31 to 51 bushels to the acre—have been had. This has been an especial feature in the districts around Cardston, Spring Coulee, Pincher Creek, Macleod Claresholm, High River and Calgary, and, to a more limited extent, as far north as Red Deer, Wetaskiwin and Edmonton. The variety of winter wheat sown is what is known as "Alberta Red", and it appears to be peculiarly adapted to the soil and climate of the districts referred to above. It is a plump, hard wheat, and is well spoken of by the mill men. The acreage in crop last year was 55,000, and the production was 1,980,000 bushels.

## RANCHING.

The ranching country of Canada is chiefly in southern Alberta and southwestern Saskatchewan. The ranches vary in size from 1,000 to 20,000 acres and over. They must always have a central supply of water for the use of the stock. This land is usually covered with the coarse, rich prairie grass, which makes good fodder both in summer and winter. It is peculiar inasmuch as it does not form into turf as in other countries, but grows more in tufts. Close cropping by sheep is injurious, and sheep ranching is limited to a small specified area in Central Alberta. Many of the ranches are owned by Englishmen who had considerable capital with which to begin, but the larger ones are for the most part operated by companies. Cattle and horses are branded with the stamp of their owner and then allowed to roam at large on the plains. They remain out all winter and can live ordinarily on the grass; but wild hay is stacked every summer for use when a thaw is followed by frost, as it is then difficult for the cattle to eat through the crusted snow.

During the past few years a large area in southern Alberta has been taken up by settlers from the United States who have developed agriculture in sections which



were formerly deemed fit only for ranching. As a consequence, the lands have become far more valuable than they were when used for ranching purposes only, and new regulations restricting ranching leases have been adopted, so that agriculture may be fostered.

### FROM RANCH TO MARKET.

Nineteen hundred and five has been a good year in the cattle and hog trade and there are increases to report all along the line. The figures from the C.P.R. stock yards show as follows:—

#### CATTLE.

	1905.	1904.
Shipped east for feeders . .	6,315	2,580
Export cattle . . . . .	58,972	35,943
Local butchers . . . . .	25,376	22,159
Total . . . . .	90,663	60,681

Increase of 29,982. / .

Increase in export cattle of 23,029 head.

#### HOGS.

Hogs are all consumed locally, the various packing houses having a combined capacity of 2,000 daily. Total receipts of hogs were 88,132 as against 70,239 head in 1904, an increase of 17,893. It will be seen from this that whereas the packing houses have practically a capacity of 600,000 hogs per annum, they have received rather under 100,000 live hogs, and it is doubtful if the receipts of dressed hogs would bring the total up to 100,000, or just one-sixth of the packing capacity of the city. As the average price, off cars Winnipeg, for the best grade of bacon hogs has been 5½ cents for the year, it looks as if there were unlimited opportunities for development along this line, especially as one at least of the houses is increasing its capacity this year.

#### SHEEP.

The number of sheep produced in the West is far below the requirements of the home trade, as no sheep ever go past Winnipeg. There is a fair increase in receipts over last year but local abattoirs have had to bring in many car lots from the east to supplement those received from the West although their customers greatly

prefer Manitoba-fed mutton. Receipts at the stock yards were 25,447 head as against 18,769 head last year, an increase of 6,678 head.

The total number of cars moving out of Winnipeg yards, eastward with stock was 3,746, as against 4,357 last year.

## RAILWAYS.

CANADIAN PACIFIC—CANADIAN NORTHERN—

GRAND TRUNK PACIFIC—GREAT NORTHERN.

Nearly every portion of Manitoba is now served by railways, providing accommodation for marketing the produce of the farms. In many cases settlement has been so rapid that it has anticipated railway-building. The new districts of the Province—those lying in the northern and northwestern sections—are being developed most rapidly, and railway communication in these parts is being provided as the construction of new railway lines becomes possible. The Grand Trunk Pacific, the proposed new trans-continental railway, will overcome many of the difficulties of new and adventurous settlers. This will make the fourth line of railway in the Province. The Canadian Pacific is one of the other three lines—the main line of which passes directly east and west, with branches from Winnipeg, Portage la Prairie and Brandon. The branches cover most of the southern portion of the Province, while others extend to the northwest, all of them opening up important districts. The Canadian Northern Railway system passes through the populous districts of the south, and by means of its northern line, which also has several branches, it will make connection with its line to the Pacific Ocean. The Great Northern is now being extended northward from the United States boundary line, the city of Brandon being one of the first cities that will be reached by this road.

The main line of the Canadian Pacific Railway extends east to west almost through the centre of Saskatchewan, and branch lines of this road extend from Moose Jaw southeast, and from Regina to the north through the central portion. Another branch extends into the northeastern portion of the Province from Manitoba, and present requirements in the way of transportation are thus well provided for. During the past year a large amount of railway construction has been carried on, and the southern portion of the Eastern district is well supplied. The Arcola line runs close to the Moose Mountains, passing through the well-known Alameda country.

to Regina, its eastern terminus being Winnipeg. It also opens up a magnificent stretch of wheat-growing land south of Regina and Indian Head. Another projected line south of the main line is one from Moosomin, which will open up a large tract of land, suitable for mixed farming, north of the Moose Mountains. When completed this will connect with the Arcola branch. Extensions of the Canadian Northern into Southern Saskatchewan will give additional railway advantages. Districts that are now being settled in advance of the railway will welcome these extensions. North of the main line of the Canadian Pacific there are a number of branch lines, both of the Canadian Pacific and Canadian Northern, under construction or projected. These pass through districts that have been opened up within the past year or two. Those have been fortunate who have been able to secure lands by purchase or homestead right in the districts traversed by these roads. They are specially adapted to mixed farming and stock raising, as well as the raising of grain. A section attracting attention is the Quill Plains which is reached by two lines of railway. The entire country lying north of Qu'Appelle River will shortly be served by railways.

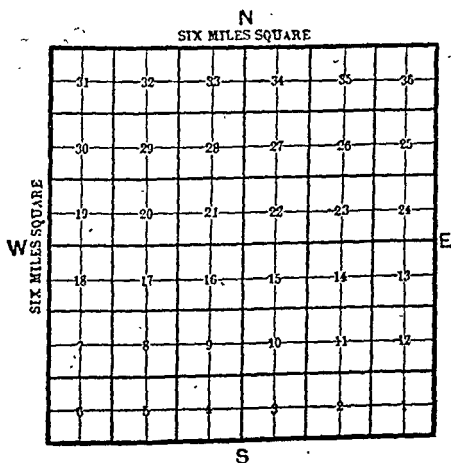
The Calgary and Edmonton branch of the Canadian Pacific Railway runs through Central Alberta in a line almost due north from Calgary to Edmonton. Branches are under construction from Lacombe and Wetaskiwin, in order to reach the splendid farming lands lying to the east of these towns. Already considerable settlement has gone on in anticipation of the early extension of these branches, which will connect with lines from the east. The Canadian Northern has the rails laid to Edmonton on its line through the fertile belt passing through Battleford and up through the Beaver Lake and Vermillion River districts. The Grand Trunk Pacific, which will pass through Edmonton, and other lines contemplated, will open up many new and valuable agricultural districts, besides giving railroad facilities to the large settlements that have already been made several miles from the existing railway. In fact, all through the country lying east and west of the Calgary & Edmonton line, a period of development is now under way that will equal anything that has taken place in any of the former history of the settlement of Western Canada's fertile prairies.

Southern Alberta is traversed from east to west by the main line of the Canadian Pacific Railway, and from north to south by the Calgary & Edmonton Railway, and in addition a branch of the former line runs through the southwestern portion from Lethbridge to Medicine Hat, and from Lethbridge the Great Falls & Canada Railway extends to the south as far as the Great Northern Railway

in Montana. Several important centres of trade are situated in Southern Alberta, chief among which are the city of Calgary, at the junction of the Canadian Pacific and Calgary & Edmonton railways, and farther to the south, the thriving towns of Lethbridge and Macleod. At these points ample banking and business facilities are to be found, and several manufacturing industries have been commenced. Other towns in Southern Alberta are Okotoks, High River, Cardston, Stirling, Magrath, Raymond (where a large beet-sugar factory has been erected), Claresholm, and Pincher Creek. The district now contains a large number of ranchers and dairy farmers; many favourable locations are to be had by incoming immigrants who may desire to embark in either of these undertakings.

## WESTERN CANADA HOME-STEAD REGULATIONS.

THE FOLLOWING IS A PLAN OF A TOWNSHIP.



Each square contains 640 acres; each quarter section contains 160 acres.

A section contains 640 acres and forms one mile square.

Government Lands open for homestead (that is for free settlement).—Section Nos 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 28, 30, 32, 34, 36.

Railway Lands for sale (subsidies for construction)—Section Nos. 1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35.

School Sections.—Section Nos. 11 and 29 are reserved by Government for school purposes.

Hudson's Bay Company's Land for sale.—Sections Nos. 8 and 26.

Any even-numbered section of Dominion lands in Manitoba or the Northwest Territories, excepting 8 and 26, which has not been homesteaded, reserved to provide wood lots for settlers, or for other purposes, may be homesteaded upon by any person who is the sole head of a family, or any male over eighteen years of age, to the extent of one-quarter section of 160 acres, more or less.

### ENTRY.

Entry may be made personally at the local land office for the district in which the land to be taken is situate, or if the homesteader desires, he may, on application to the Minister of the Interior, Ottawa, the Commissioner of Immigration, Winnipeg, or the local agent for the district in which the land is situate, receive authority for some one to make entry for him. A fee of \$10 is charged for an ordinary homestead entry.

### HOMESTEAD DUTIES.

Under the present law homestead duties must be performed in one of the following ways, namely:—

(1). By at least six months residence upon and cultivation of the land in each year during the term of three years.

(2). If the father (or the mother, if the father is deceased) of any person who is eligible to make a homestead entry resides upon a farm in the vicinity of the land entered for by such person as a homestead, the requirements of the law as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother.

(3). If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirements of the law as to residence may be satisfied by residence upon the said land.

### APPLICATION FOR PATENT.

Should be made at the end of the three years, before the Local Agent, Sub-Agent, or the Homestead Inspector. Before making application for patent the settler must give six month's notice in writing to the Commissioner of Dominion Lands at Ottawa of his intention to do so.

## INFORMATION.

Newly arrived immigrants will receive at the immigration office in Winnipeg or at any Dominion lands office in Manitoba, Saskatchewan or Alberta, information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing lands to suit them; and full information respecting the land, timber, coal, and mineral laws, as well as respecting Dominion lands in the railway belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa; the Commissioner of Immigration, Winnipeg, Manitoba, or to any of the Dominion lands agents in Manitoba, Saskatchewan or Alberta.

W. W. CORY,

*Deputy Minister of the Interior.*

N.B.—In addition to free grant lands, to which the regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from railroad and other corporations and private firms in Western Canada.

## CUSTOMS—FREE ENTRIES.

The following is an extract from the custom tariff of Canada, specifying the articles that can be so entered:—

Settlers' Effects, viz.:—Wearing apparel, household furniture, books, implements and tools of trade, occupation or employment; guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts and other vehicles, and agricultural implements in use by the settler for at least six months before his removal to Canada; not to include machinery or articles imported for use in any manufacturing establishment or for sale; also books, pictures, family plate or furniture, personal effects, and heirlooms left by bequest; provided that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada; provided also, that under regulations made by the Comptroller of Customs, live stock, when imported into Manitoba, Saskatchewan or Alberta by intending settlers, shall be free until otherwise ordered by the Governor in Council.

Settlers arriving from the United States are allowed to enter duty free stock in the following proportions:—One animal of neat stock or horses for each ten acres of land purchased or otherwise secured under homestead entry, up to 160 acres, and one sheep for each acre so secured. Customs duties paid on animals brought in

excess of this proportion will be refunded for the number applicable to an additional holding of 160 acres, when taken up.

The settler will be required to fill up a form (which will be supplied him by the customs officer on application) giving description, value, etc., of the goods and articles he wishes to be allowed to bring in free of duty. He will also be required to take the following oath:—

I, ..... do hereby solemnly make oath and say, that all the goods and articles hereinafore mentioned, are, to the best of my knowledge and belief, entitled to free entry as settlers' effects, under the tariff of duties of customs now in force, and all of them have been owned and in actual use by myself for at least six months before removal to Canada; and that none of the goods or articles shown in this entry have been imported as merchandise or for any use in manufacturing establishment, or for sale, and that I intend becoming a permanent settler within the Dominion of Canada.

Sworn before me, ..... day of ..... 190

The following oath shall be made by intending settlers when importing live stock into Manitoba, Saskatchewan or Alberta free of duty:—

I, ..... do solemnly swear that I am now moving into Manitoba, (Saskatchewan or Alberta) with the intention of becoming a settler therein, and that the live stock enumerated and described in the entry hereunto attached is intended for my own use on the farm which I am about to occupy (or cultivate), and not for sale or speculative purposes, nor for the use of any other person or persons whomsoever.

### QUARANTINE OF SETTLERS' CATTLE.

Settlers' cattle, when accompanied by certificates of health, to be admitted without detention; when not so accompanied, they must be inspected. Inspectors may subject any cattle showing symptoms of tuberculosis to the tuberculin test before allowing them to enter. Any cattle found tuberculous to be returned to the United States or killed without indemnity. Sheep, for breeding and feeding purposes, may be admitted subject to inspection at port of entry, and must be accompanied by a certificate, signed by a Government inspector, that sheep scab has not existed in the district in which they have been fed for six months preceding the date of importation. If disease is discovered to exist in them, they may be returned or slaughtered. Swine may be admitted, when forming part of settlers' effects, but only after a quarantine of thirty days at the border, and when accompanied by a certificate that swine plague or hog cholera has not existed in the district whence they came for six months

preceding the date of shipment; when not accompanied by such certificate, they must be subject to inspection at port of entry. If found diseased, to be slaughtered, without compensation.

## FREIGHT REGULATIONS.

A.—Carload of settlers' effects, within the meaning of this tariff, may be made up of the following described property for the benefit of actual settlers, viz.:—Live stock, any number up to but not exceeding ten (10) head, all told, viz.:—horses, mules, cattle, calves, sheep, hogs; household goods and personal property, (second-hand); wagons or other vehicles, for personal use (second-hand); farm machinery implements and tools (all second-hand); softwood lumber (pine, hemlock or spruce only), and shingles, which must not exceed 2,000 feet in all, or the equivalent thereof; or in lieu of, not in addition to, the lumber and shingles a portable house may be shipped; seed grain; small quantity of trees or shrubbery; small lot live poultry or pet animals; and sufficient feed for the live stock while on the journey.

B.—Less than carloads will be understood to mean only household goods (second-hand); wagons or other vehicles, for personal use (second-hand); and second-hand farm machinery, implements and tools. Less than carload lots should be plainly addressed.

C.—Merchandise, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as settlers' effects, and if shipped will be charged the company's regular classified rates.

D.—Should the allotted number of live stock be exceeded, the additional animals will be taken at the ordinary classified rates, over and above the carload rates for the settlers' effects, but the total charge for any one such car will not exceed the regular rate for a straight carload of live stock. (These ordinary tariff rates will be furnished by station agents on application.)

E.—Passes.—One man will be passed free in charge of live stock when forming parts of carloads, to feed, water and care for them in transit. Agents will use the usual form of live-stock contract.

F.—Top Loads.—Settlers are not permitted, under any circumstances, to load any article on the top of box or stock cars; such manner of loading is dangerous, and is absolutely forbidden.

G.—Carloads will not be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned



H.—Carload Rates.—The rates shown in the column headed "Carloads" apply on any shipment occupying a car, and weighing 24,000 pounds (12 tons) or less. If the carloads weigh over 24,000 pounds the additional weight will be charged for at proportionate rates. (Example: \$205 "per car" is equivalent to 85½ cents per hundred pounds, at which rate the additional weight would be charged).

### STOP-OVER PRIVILEGES.

Intending settlers are given the privilege of stopping over at stations where they wish to inspect land. Application should be made to the conductor before reaching station where stop-over is required.

## FUEL FOR SETTLERS.

Any homesteader having no timber on his homestead may, on application to the Local Agent of Dominion Lands, get a permit to cut what he requires for building material, fencing, and fuel for use on his homestead.

## INFORMATION AND ADVICE.

Information and advice can be freely obtained from the following:—

### UNITED STATES AGENTS:

M. V. McINNES, No. 6-7 Avenue Theatre Block, Detroit, Mich.

JAMES GRIEVE, Auditorium Building, Spokane, Wash.

J. S. CRAWFORD, 125 W. Ninth St., Kansas City, Mo.

E. T. HOLMES, 315 Jackson Street, St. Paul, Minn.

T. O. CURRIE, Room 12 B, Callahan Building, Milwaukee, Wis.

C. J. BROUGHTON, 420 Quincy Building, Chicago, Ill.

W. V. BENNETT, 801 New York Life Building, Omaha, Neb.

W. H. ROGERS, Third Floor, T. & T. Building, Indianapolis, Ind.

C. PILLING, - Clifford Block, Grand Forks, N. Dak.

H. M. WILLIAMS, Room 20, Law Building, Toledo, Ohio.

C. A. LAURIER, - - - Marquette, Mich.

BENJ. DAVIES, Dunn Block, Room 6, Central Avenue, Great Falls, Mont.

J. M. MacLACHLAN, Box 116, Watertown, S. Dak.

THOS. DUNCAN, Syracuse Bank Building, Syracuse, N. Y.

CANADIAN GOVERNMENT AGENT, 3rd Floor, House Building, Pittsburg, Pa.

CANADIAN GOVERNMENT AGENT, High Street, Boston, Mass.

**NOTE**—The privilege of making homestead entry by agent or substitute abolished since this publication was printed.

